

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



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**Federal Aviation
Administration**

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www.faa.gov/certification/aircraft

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin recommends that you, owners and operators of **Teledyne Continental Motors (TCM), Textron Lycoming Corp., and Franklin Engine Co. series reciprocating engines** equipped with **TCM (formerly Bendix) S20, S200 and S1200 series magnetos**, be aware that TCM has issued service documents for inspection of the capacitor P/N 10-400615 used in these magnetos.

- The FAA has received reports of some confusion with the numbering system for S20, S200 or S1200 series magnetos. Each magneto's model number has a code describing the unit as follows:

Magnetos	
Code	Signifies
S	Ignition type (Single)
4, 6 or 8	Number of cylinders
L or R	Direction of rotation (Left-hand or Right-hand)
N or SC	Manufacturer Designation or Short Cover
-25, -204	Magneto series

Magneto Examples	
S6RSC-21	Single ignition, 6 cylinder engine, Right-hand rotation, Short cover, S20 series
S4LN-1209	Single ignition, 4 cylinder engine, Left-hand rotation, Bendix (now TCM), S1200 series

Background

Between October 1, 2003 and June 18, 2004, TCM installed P/N 10-400615 capacitors in new and rebuilt S20, S200 and S1200 series magnetos. These capacitors have date codes of 03-44 through 04-17 stamped on the capacitor. The capacitors were sold as service spares during the same period and may have been installed during field repair or overhaul. We have received reports of magneto capacitors that may have ground stud (also referred to as the P-lead stud) threads that do not meet specification. This could allow the ground wire (P-lead) to come loose resulting in a **hot magneto**. A **hot magneto** means that the magneto cannot be turned off regardless of ignition switch position. This **could cause an engine start** should you move the propeller. If an aircraft with one of these capacitors installed is on the ground, it could certainly be a serious hazard to any person.

TCM has issued Critical Service Bulletins CSB 04-5 and CSB 665, both dated June 18, 2004. CSB 04-5 announces the issuance of CSB 665 and requires compliance with CSB 665 on receipt. CSB 665 specifies the inspection criteria to determine if the capacitor, P/N 10-400615, was manufactured correctly or must be replaced.

CSB 665 also specifies:

- the serial numbers (SNs) of new and rebuilt magnetos that have the suspect capacitors installed
- SNs of magnetos on which compliance with CSB 665 has already been verified
- inspection procedures for capacitor P/N 10-400615 that are still in stock
- capacitor replacement instructions

Recommendation

We highly recommend that you comply with TCM CSB 04-5 and CSB 665. We also recommend that you inspect the magnetos listed by SN, which were repaired or overhauled between October 1, 2003 and June 18, 2004.

For Further Information Contact

The complete text of TCM CSB 04-5 and CSB 665 are available on the TCM website:
www.TCMLINK.com.

Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; Customer Service Department (888) 826-5465 for a free copy of these documents.

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